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**NEWPORT – PEUGEOT, SEVEN STILES AVENUE, NEWPORT, NP19 4QR
ERECTION OF ADDITIONAL HARDSTANDING TO BE USED FOR THE PURPOSES OF THE STORAGE OF
VEHCILES**

The Applicant has recently purchased the Site subject of this application. It sits to the immediate north of the existing Peugeot dealership. The proposals subject of this application comprise, additional vehicle storage areas to serve the existing dealership.

1. Completed Application Forms;
2. Certificate B;
3. Site Location Plan;
4. Drawing No. SPA01-A Layout Plan;
5. Ecological Survey of Site;
6. Design Statement;
7. Tree Survey;
8. Green Infrastructure Statement;
9. Landscaping Plan;
10. Flood Consequence Assessment;
11. Transport Statement; and
12. Archaeology Written Scheme of Investigation

THE SITE AND RELEVANT BACKGROUND

It is brownfield in nature but does not benefit from any physical structures on it. The Site is characterised by vegetation and does not provide any benefits in respect of services to the wider public or economic benefits.

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The Site sits within an area which is commercial in nature. The land benefitting from Planning Permission LPA Ref. 24/0969 is to the immediate north. To the south is a Peugeot dealership. To the west is Newport Retail Park which includes a series of national multiple retailers in addition to various food and beverage operators.

Access is proposed via the Peugeot dealership which benefits from an existing vehicular and pedestrian access via Seven Stiles Avenue. It is within a sustainable location with the closest bus stop within 190 meters of the Site within Newport Retail Park and 'in-centre' in retail policy terms.

No building on the Site is listed. It is not within a Conservation Area. The Site falls within Flood Zone 3 as per the NRW Development Advice Map and forthcoming Flood Map for Planning. Accordingly, a Flood Consequence Assessment forms part of the application package.

PLANNING HISTORY

We have undertaken a search of the planning history of the Site via the Council's online planning explorer in addition to our working knowledge of the Site.

Planning Application LPA Ref. 25/0641 proposed an extension to the vehicle maintenance facility to the north of the Site which was approved via Planning Permission LPA Ref. 24/0969. The application was withdrawn in October 2025 linked to the applicant being unable to secure ownership of the Site.

There is no other relevant planning history in respect of the Site.

PROPOSED DEVELOPMENT

The Applicant comprises the owner of the Site. It is their intention to utilise the land to enable the addition storage of vehicles to the benefit of the Peugeot operation.

Physical development is limited to additional van parking. The development will make use of the existing vehicular and pedestrian access serving the Peugeot dealership.

A 5-meter landscape buffer located at the eastern boundary will be located to the east of the proposed developments. Boundary treatments at the western perimeter of the Site will match those as approved via Planning Permission LPA Ref. 24/0604 to enable a seamless amalgamation of the two separate operations.

The proposed development will result in a significant enhancement to the appearance of the Site which detracts from the wider area. It will be of benefit to the Peugeot facility and aid the safeguarding of their operation. The Site is not large enough to enable a viable standalone development and therefore the proposals comprise the optimum outcome.

Landscaping is to be proposed at the peripheries of the Site. The planting will aid in ensure a pleasant environment is achieved for those visiting and passing the Site in addition to achieving Net Benefit for Biodiversity requirements.

A surface water drainage strategy forms part of the application package. The strategy meets the requirements of SAB are met.

RELEVANT PLANNING POLICY

This section sets out the key planning policy tests at both a national and local level, which we consider to be relevant to the consideration of this application.

NATIONAL POLICY

FUTURE WALES: THE NATIONAL PLAN 2040

Future Wales: The National Plan 2040 was adopted in February 2021 establishes a national framework setting the direction for development in Wales to 2040.

The Plan comprises a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate resilience, developing strong ecosystems and improving the health and well-being of our communities.

Cardiff, Newport and the Valleys are identified as a Regional Growth Area within the Southwest region as part of Policy 1.

Policy 33 states:

- *Cardiff, Newport and the Valleys will be the main focus for growth and investment in the South East region.*
- *The Welsh Government supports an increased strategic role for Newport as a focus for sustainable, long-term growth and investment. The Welsh Government will work with authorities within the region and in England to promote Newport's strategic role and ensure key investment decisions in Wales and England support Newport.*

Policy 11 supports the creation of a network of rapid-charging points to enable longer distance travel by electric vehicles throughout Wales.

PLANNING POLICY WALES

Planning Policy Wales (PPW) Edition 12 (July 2024) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national planning policy framework for Wales.

The planning system is central to achieving sustainable development in Wales. It provides the legislative and policy framework to manage the use and development of land in the public interest which is consistent with key sustainability principles.

Paragraph 3.3 states:

“Good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places. To achieve sustainable development, design must go beyond aesthetics and include the social, economic, environmental, cultural aspects of the development, including how space is used, how buildings and the public realm support this use, as well as its construction, operation, management, and its relationship with the surrounding area.”

PPW emphasises that the planning system should support economic growth within the context of sustainable development and that economic development should facilitate regeneration and promote social and environmental sustainability.

Para 5.4.2 states:

“Economic land uses include the traditional employment land uses (offices, research and development, industry and warehousing), as well as uses such as retail, tourism, and public services.”

Para 5.4.4 states:

“Wherever possible, planning authorities should encourage and support developments which generate economic prosperity and regeneration. Sites identified for employment use in a development plan should be protected from inappropriate development.”

TECHNICAL ADVICE NOTES

The following Technical Advice Notes (TANs) adopted by Welsh Government are also considered to be of relevance to the proposed development:

- TAN 4: Retail and Commercial Development;
- TAN 5: Nature Conservation and Planning;
- TAN 12: Design;
- TAN 18: Transport; and
- TAN 23: Economic Development.

THE WELLBEING OF FUTURE GENERATIONS (WALES) ACT 2015

The Wellbeing of Future Generations (Wales) Act 2015 places a duty on public bodies that they must carry out sustainable development. The Well-being Goals include:

- A prosperous Wales;
- A resilient Wales;
- A healthier Wales;
- A more equal Wales;
- A Wales of cohesive communities;
- A Wales of vibrant culture and thriving Welsh Language; and
- A globally responsible Wales.

LOCAL POLICY

Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The statutory Development Plan for the Site consists of the Newport City Council Local Development Plan (2015). The accompanying Proposals Map confirms that the Site is:

- Within the Settlement Boundary; and
- Within a District Centre;

The Constraints Map identifies the Site as within Flood Zone C1.

Based on feedback during the life of Planning Permission LPA Ref. 24/0604, relevant policies to this pre-application submission include the following:

- SP1 Sustainability
- SP3 Flood Risk
- SP18 Urban Regeneration
- GP1 Climate Change
- GP2 General Amenity
- GP3 Service Infrastructure
- GP4 Highways & Accessibility
- GP5 Natural Environment
- GP6 Quality of Design
- GP7 Environmental Protection & Public Health
- R7 Non-Retail Uses in District Centres
- EM3 Alternative Uses of Employment Land
- T2 Heavy Commercial Vehicle Movements
- T4 Parking
- T5 Walking and Cycling

SUPPLEMENTARY PLANNING GUIDANCE

The following Supplementary Planning Guidance/Documents are considered relevant:

- Sustainable Travel;
- Wildlife & Development;
- Waste Storage & Collection; and
- Parking Standards

PLANNING ASSESSMENT

The proposed development comprises an extension to the Peugeot dealership to allow for additional vehicle parking.

In the context of the proposed development, the following observations are made:

- The proposals comprise a relatively minor extension to the existing Peugeot facility;
- The Site is located within the Settlement Boundary. It is therefore suitable for development in principle;
- It is located within a District Centre in prevailing planning policy and surrounded by commercial uses;
- The Site is not large enough to comprise a realistic proposition for a standalone commercial development;
- Further, it benefits from limited passing traffic on Severn Stiles Avenue. It is unattractive for a retail use;
- The proposed development is tailored to the requirements of the intended occupier. The application is therefore not speculative;
- The existing vehicular and pedestrian access to the Peugeot garage to the south will be utilised as part of the proposed development;
- The development will significantly enhance the visual appearance of the Site;
- The 5-meter landscaping buffer at the eastern perimeter of the Site will be extended to the relate to the land subject this submission; and
- It will enable linked trips with surrounding retail and commercial uses, thus reducing the need to travel between alternative facilities within Newport.

The Principle of Development

The proposed development of the Site comprises a minor extension to an existing facility to be used for the storage and maintenance of vehicles.

In determining Planning Permission LPA Ref. 24/0969 which is to the immediate north of the proposal subject of this Statement, the Officer Report identified:

“Para - 4.3.30: Although retailing (A1) uses should underpin retail and commercial centres, it is only one of the factors which contribute towards their vibrancy.

4.3.27 On the periphery of a retail and commercial centre that has been assessed to be in decline by a planning authority, and where regeneration initiatives are thought unlikely to be successful, changes to the retail and commercial centre boundary may be appropriate. Rationalising a centre’s boundary can help concentrate both A1 and non-A1 uses in a smaller more viable area, whilst potentially releasing property outside the new boundary for residential and other appropriate uses...

4.3.38: Where a planning authority considers a retail and commercial centre has declined to such an extent that it is no longer viable or has any prospect of retaining or attracting future investment, then consideration should be given to removing the retail centre status from that area.

8.1.5: The proposed use would not harm the vitality, viability and quality of the environment of the City Centre. Car rental operations tend to require large forecourts and offices not suitable for primary shopping streets and city centres.

8.2.5: The site is currently vacant and overgrown and does not make a positive contribution to the Newport Retail Park District Centre. By bringing the site into use, it will uplift the site’s visual appearance and will also contribute to the centre economically, through the provision of jobs.”

All of the above considerations are relevant in the determination of the application subject of this Statement. Notwithstanding, they are amplified in the case of the subject Site given its limited scale. It is not large enough to provide a standalone development of note. Further, given its location between an approved vehicle maintenance and Peugeot dealership, the characteristics of the surrounding land are industrial in nature and not akin to a retail operation.

In accordance with the above, the proposed development complies within the requirements of Policy R7, will enable the positive use of the Site and result in a series of benefits including its regeneration in accordance with the requirements of Policy SP18.

Visual Enhancement

The Site as existing is covered by poor quality vegetation. In its current form, it detracts from the surrounding area. It has the potential to comprise a long-term void between approved and existing development to the north and south respectively.

The proposed development will deliver a rounding off of development between the approved vehicular storage and maintenance facility to the north and the Peugeot dealership. It will result in a significant enhancement to its appearance. Given the nature of the proposals, (i.e. vehicle storage), there will be no built development of scale arising from the proposed development.

The design, discussed in greater detail within the Design Statement prepared by OLA Architects evidencing compliance with Policy GP6 of the Local Development Plan.

Highways

Dynamic Transport Planning have prepared a Transport Note to support the application. The Statement identifies:

- There would be no changes to the access/egress arrangements to and from the wider site off Seven Stiles Road, or within the internal layout throughout the car parking area.
- It has been concluded that the proposals would see no change in the wider access/egress arrangements, internal layout or level of trip generation expected at the site. As such, it is concluded that there are no reasons why the proposed development should not be permitted on highways grounds.

In accordance with the above, the proposed development meets the requirements of Policies GP4 and T4 of the Local Development Plan.

Flood Risk

JBA have prepared a Flood Consequence Assessment to support the application considering the location of the Site within Flood Zones 2 and 3. The assessment identifies:

- The Flood Map for Planning shows that the site is within the TAN-15 Defended Zone for flood risk from the sea and within Flood Zones 2 and 3 for surface water and small watercourses.
- The site is at low to very low risk from groundwater, sewers and reservoirs. Surface water flooding is expected to be managed through SuDS features, and the residual risk is therefore considered very low.
- A review of JBA's Newport Tidal Flood Model, updated in 2025 and further updated to simulate breach events, shows that the proposed development site is predicted to remain flood-free during the 2100 0.5% AEP event and to flood only to very shallow depths during the 2100 0.1% AEP event.
- This FCA demonstrates that the proposed development satisfies the relevant TAN-15 Acceptability Criteria. On flood risk grounds, the development is acceptable and meets the requirements of TAN-15 and the aims of Planning Policy Wales.

In accordance with the above, the proposed development meets the requirements of Policy SP3 of the Local Development Plan and TAN15.

Ecology

Soltys Brewster have prepared an Ecological Impact Assessment in respect of the proposed development. The assessment identifies:

- The site's baseline ecological conditions were established via a preliminary ecological appraisal comprising of a desk-based consultation and an Extended Phase 1 Habitat survey undertaken in 2024. The survey work revealed a limited number of habitats present at the site, all of which were typically associated with recently colonised brownfield land. The site was covered in a mosaic of young colonising Buddleia Buddleja davidii scrub with small patches of hardstanding, bare ground, ruderal and ephemeral/short perennial vegetation also present. No priority listed habitats were identified at or immediately adjacent to the Site.

The report sets out a series of recommendations to ensure no impact upon the limited habitats within the Site.

The proposed development will meet the requirements to show a Net Benefit for Biodiversity. It therefore accords with the requirements of Policy GP5 of the Local Development Plan.

Archaeology

Archaeology Wales have prepared a Written Scheme of Investigation and subsequent Desk Based Analysis to support the application. The assessment has been agreed with Glamorgan Gwent Archaeological Trust prior to submission and identifies:

- No designated historic asset (i.e. World Heritage Site, scheduled monument, listed building, registered park and garden, historic landscape or conservation area) lies within, or intersects with, the Site;
- The baseline of the 1km study area has identified possible activity from the prehistoric/Bronze Age period onwards, with Roman/prehistoric discoveries being prominent; and
- The possibility that similar archaeological remains exists within the development boundary cannot be excluded given the apparent lack of previous development on the site. The proposed development would have a potential Major impact on any earlier archaeological remains surviving below top soil depth within the site boundary.

Arboriculture Assessment and Green Infrastructure

ArbTS have undertaken an assessment an Arboricultural Impact Assessment to support the application. The assessment concludes that via adhering to the tree protection details in the report, the proposed development can be constructed without any significant long-term adverse impact on the retained trees or the area's amenity.

Further, DEP have prepared a Landscape Plan and Green Infrastructure Assessment to support the application. The document evidences a net gain in respect of quality landscaping.

The Arboricultural assessment and Green Infrastructure Assessments evidence compliance with the relevant requirements of Policy GP5 of the Local Development Plan.

SUMMARY AND CONCLUSIONS

This application seeks planning permission to enable the development of the Site for the purposes of a minor extension to the Peugeot facility to enable the storage of vehicles.

The proposal will enable the positive use of a small-scale element of land that has the potential to comprise a long-term void between the approved vehicle storage facility to the north and Peugeot operations. It will enable a betterment to the Peugeot operation as approved resulting in additional capacity for the storage of vehicles. The development of the land for an alternative use is not a realistic prospect given it's small-scale nature.

The proposal will result in a series of benefits including the regeneration of the Site, provision of accommodation for which the operator has a need in addition to economic benefits. As such, we trust that the application can be considered favourably by the Council and approved without delay.

We trust the information submitted is in order and allows you to validate and determine this application, however should you require any further details please do not hesitate to contact Matthew Gray on 07881 230 361 (matthew.gray@montagu-evans.co.uk) should you require any clarification.

Yours sincerely,

Montagu Evans

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